

Filed for intro on 02/22/95
Senate Bill _____
By _____

House No. HB1275
By Cantrell

Filed for intro on 02/22/95
Senate Bill _____
By _____

House No. HB1275
By Cantrell

AN ACT to revise the charter of the Town of Oliver Springs and to amend Chapter 247 of the Acts of 1905, as amended by Chapter 431 of the Acts of 1909, Chapter 307 of the Private Acts of 1917, Chapter 412 of the Private Acts of 1921, Chapter 685 of the Private Acts of 1935, Chapter 296 of the Private Acts of 1961, Chapter 181 of the Private Acts of 1965, Chapters 84 and 180 of the Private Acts of 1967, Chapter 3 of the Private Acts of 1979, Chapter 13 of the Private Acts of 1979, Chapter 64 of the Private Acts of 1991, and any acts amendatory thereto.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. The charter of the Town of Oliver Springs, being Chapter 247 of the Acts of 1905, as amended by Chapter 431 of the Acts of 1909, Chapter 307 of the Private Acts of 1917, Chapter 412 of the Private Acts of 1921, Chapter 685 of the Private Acts of 1935, Chapter 296 of the Private Acts of 1961, Chapter 181 of the Private Acts of 1965 and Chapters 84 and 180 of

the Private Acts of 1967, Chapter 3 of the Private Acts of 1979, Chapter 13 of the Private Acts of 1979, Chapter 64 of the Private Acts of 1991, and any acts amendatory thereto, is amended in Section 4 by deleting the subsection (b) thereof and all subsequent language in Section 4 and substituting instead the following:

(b) A voter's residence is hereby defined as the place in which he or she habitually sleeps.

The Town shall be divided into six (6) wards as follows:

WARD ONE:

Begin at the center of East Tri-County Boulevard (Tennessee Highway 61 and 62) in the Corporate Limits Line; Thence, westerly and then northwesterly along the center of East Tri-County Boulevard to the intersection of extended center of Midway Drive; Thence, in a northerly direction along the center of Midway Drive extended and continue along the center of Midway Drive and crossing Poplar Creek and continue in a northerly and then northwesterly direction to the intersection of Midway Drive with Sycamore Lane; Thence, in a northerly and then westerly direction with the center of Sycamore Lane to the intersection of Sycamore Lane with Airport Road; Thence, with the center of Airport Road in a northeasterly direction to the intersection of Airport Road with the CSX Railroad; Thence, with the center line of the CSX Railroad in an easterly direction to the Corporate Limits Line at Poplar Creek; Thence with the Corporate Limits Line in a southerly direction along the center of Poplar Creek as it flows downstream to the intersection of the common property line of Parcel 31.02 with Parcel 31.00 on Anderson County Tax Map 98-E; Thence, with the Corporate Limits Line in a southeasterly direction along the property line of (and including within) Parcel 31.00, Parcel 30.00 and Parcel 29.00 and then along said line extended to the center of East Tri-County Boulevard at the point of Beginning.

WARD TWO:

Begin at the center of East Tri-County Boulevard (Tennessee Highway 61 and 62) at the intersection of Edmonds Drive; Thence, with the center of Edmonds Drive in a northeasterly direction to the intersection of Edmonds Drive with (West) Foxed Circle; Thence, with the center of Foxed Circle in a northerly, then easterly and then southerly direction to the intersection of (East) Foxed Circle with Edmonds Drive; Thence, with the center of Edmonds Drive in a northeasterly direction to the intersection of Edmonds Drive with Oliver Drive; Thence, with the center of Oliver Drive in a southeasterly direction to the intersection of Oliver Drive with Norwood Drive; Thence, with the center of Norwood Drive in a northerly, then easterly, then southerly direction to the intersection of Norwood Drive with Airport Road; Thence, with the center of Airport Road in a southwesterly direction, crossing the CSX Railroad to the intersection of Airport Road with Sycamore Lane; Thence, with the center of Sycamore Lane in an easterly, then southerly direction to the intersection of Sycamore Lane with Midway Drive; Thence, with the center of Midway Drive in a southeasterly direction, crossing Poplar Creek and continue with the center of intersection at the center of East Tri-County Boulevard; Thence, with the center of East Tri-County Boulevard in a northwesterly direction to the intersection of Edmonds Drive at the point of Beginning.

WARD THREE:

Begin at the center of Main Street at the intersection of Spring Street; Thence, with the center of Main Street in a northerly direction, crossing the Norfolk-Southern Railroad to the intersection of Main Street with Central Avenue; Thence, with center of Central Avenue in a westerly direction to the intersection of Central Avenue with Winter Gap Avenue; Thence, with the center of Winter Gap Avenue in a northerly direction to the intersection of Winter Gap Avenue with West Tri-County Boulevard and also being the intersection of Tennessee Highway 61 with Tennessee Highway 62; Thence, in a northerly direction to a point in the center of Hen Valley Road (abandoned) at the

easterly end of old bridge (abandoned) across Geise Creek; Thence, with the center of (abandoned) Hen Valley Road, crossing Geise Creek and continue in a southwesterly direction with the center of Hen Valley Road to the intersection of Hen Valley Road with Wiley Street; Thence, with the center of Wiley Street in a southeasterly direction to the intersection of Wiley Street with West Tri-County Boulevard (Tennessee Highway 61); Thence, with the center of West Tri-County Boulevard in a southwesterly direction to the intersection of West Tri-County Boulevard with Kelly Road; Thence, with the center of Kelly Road in a northwesterly direction to the intersection of Kelly Road with Pride Road; Thence, with the center of Pride Road in a northerly direction to the intersection of Pride Road with Hen Valley Road; Thence, with the center of Hen Valley Road in a southwesterly direction to a point where said road makes a sharp turn; Thence, in a westerly direction approximately along an abandoned portion of Hen Valley Road to the Corporate Limits Line; Thence, with the Corporate Limits Line defined as being offset three hundred (300) feet westerly from and parallel with the center of Cemetery Road as extended and in a northwesterly direction to a point on Walden Ridge in the Morgan and Roane County line; Thence, with the Corporate Limits Line and being along the Morgan and Roane County Line and also being a property line of (leaving without) Coal Creek Mining and Manufacturing Company in a northeasterly direction to a corner of Coal Creek Mining and Manufacturing Company in the said Roane and Morgan County Line located at approximately seven hundred (700) feet westerly from the (abandoned) Hen Valley Road Bridge over Geise Creek; Thence, with the Corporate Limits Line in a northerly direction along property line(s) of (leaving without) Coal Creek Mining and Manufacturing Company with (including within) Parcel 3, Group "A" as shown on Roane County Tax Map 1-D and that portion of same not shown on but situated within Morgan County Tax Map 133, to a corner of same near the abandoned railroad line formerly leading to Big Mountain; Thence, with the Corporate Limits Line and being along

property line(s) of Coal Creek Mining and Manufacturing Company, in a northerly direction, crossing Winter Gap Avenue (Tennessee Highway 62) and continuing to a property corner; Thence, with the Corporate Limits Line and being along property line of Coal Creek Mining and Manufacturing Company, in an easterly direction to a point where said line intersects the westerly margin of Lookout Avenue; Thence, with the Corporate Limits Line along the westerly margin of (and including within) Lookout Avenue in a northerly direction to a point in a property line of Coal Creek Mining and Manufacturing Company; Thence, with the Corporate Limits Line and being along lines of Coal Creek Mining and Manufacturing Company in a northwesterly direction to a corner and continue in a northerly direction, crossing the Morgan and Anderson County Line to a point where said Coal Creek Mining and Manufacturing Company property line crosses the center of Indian Creek; Thence, with the Corporate Limits Line as it meanders with the center of Indian Creek as it flows downstream in a southeasterly direction to a point three hundred (300) feet north of the northerly margin of Windrock Road; Thence, with the Corporate Limits Line in an easterly direction along a line of three hundred (300) foot offset from the northerly margin of Windrock Road to a point where said line intersects a Coal Creek Mining and Manufacturing Company property line; Thence, with the Corporate Limits Line and being along a property line of (leaving without) Coal Creek Mining and Manufacturing Company in a southeasterly direction to a corner in a line of Parcel 4 on Anderson County Tax Map 92; Thence, with the Corporate Limits Line and being along lines of (including within) Parcel 4 on Anderson County Tax Map 92 as follows: (1) in a northeasterly direction to a corner; (2) in a southeasterly direction, crossing Poplar Creek and continuing to a corner in an abandoned portion of Old Frost Bottom Road; (3) in a southwesterly, then southerly and then easterly direction along said abandoned roadway and property line to a corner; (4) in a westerly direction, crossing Poplar Creek to a corner; (5) in a southerly direction to a corner; (6) in an

easterly direction, crossing Poplar Creek to a corner on the easterly bank of Poplar Creek; (7) in a southerly direction along the east bank of Poplar Creek to a point where said line intersects the center of Spring Street; Thence, along the center of Spring Street in a westerly direction, crossing the Norfolk-Southern Railroad and continue westerly to the intersection of Spring Street with Main Street at the point of beginning.

WARD FOUR:

Begin at the center line of East Tri-County Boulevard (Tennessee Highway 61 and 62) intersection with Edmonds Drive; Thence, with the center of East Tri-County Boulevard in a northwesterly direction to the intersection of the center of Main Street as extended; Thence, with the center of Main Street as extended and continue in a northwesterly direction with the center of Main Street to the intersection of Main Street with Spring Street; Thence, with the center of Spring Street in a easterly direction, crossing the Norfolk-Southern Railroad and continue in an easterly direction with the center of Spring Street to the Corporate Limits Line at the easterly bank of Poplar Creek and being a point in a line of Parcel 4 on Anderson County Tax Map 92; Thence, with the Corporate Limits Line along lines of (including within) Parcel 4 on Anderson County Tax Map 92 as follows: (1) in a southerly direction along the easterly bank of Poplar Creek to a point where same intersects the northerly right of way line for Norfolk-Southern Railroad; (2) in a westerly direction along the northerly right of way line for Norfolk-Southern Railroad to a point where the center of Poplar Creek crosses; Thence, with the Corporate Limits Line along the center of Poplar Creek as it flows downstream in a southerly direction for a distance of one thousand four hundred fifty (1450) feet to a point; Thence, with the Corporate Limits Line in a westerly direction to a corner of Jack D. Walls (industrial tract) with C. H. Smith, et al. (Osland residential tract); Thence, with the Corporate Limits Line, South 45deg 15min East to a point at the bridge for Airport

Road crossing Poplar Creek; Thence, with the Corporate Limits Line along the center of Poplar Creek as it flows downstream in a southerly direction to a point where the center of Poplar Creek crosses the center of CSX Railroad; Thence, with the center line of the CSX Railroad in an westerly direction to the intersection of CSX Railroad with Airport Road; Thence, with the center of Airport Road in a northeasterly direction to the intersection of Airport Road with Norwood Drive; Thence, with the center of Norwood Drive in a northerly, then westerly and then southerly direction to the intersection of Norwood Drive with Oliver Drive; Thence, with the center of Oliver Drive in a northwesterly direction to the intersection of Oliver Drive with Edmonds Drive; Thence, with the center line of Edmonds Drive in a southwesterly direction to the intersection of Edmonds Drive with (East) Foxwood Circle; Thence, with the center of Foxwood Circle in a northerly, then westerly and then southerly direction to the intersection of (West) Foxwood Circle with Edmonds Drive; Thence, with the center of Edmonds Drive in a southwesterly direction to the intersection of Edmonds Drive with East Tri-County Boulevard at the point of beginning.

WARD 5:

Begin at the center of Main Street intersection with Central Avenue; Thence, with the center Main Street in a southerly direction, crossing the Norfolk-Southern Railroad and continue with the center of Main Street and with same as extended to the intersection of the center of East Tri-County Boulevard; Thence, with the center of East Tri-County Boulevard in a southeasterly direction to a point in the Corporate Limits Line; Thence, with the Corporate Limits Line as follows: (1) in a southeasterly direction to a point at the intersection of the southerly right of way line for East Tri-County Boulevard (Tennessee Highway 61 and 62) with the southwesterly margin of Mahoney Road; (2) along the southwesterly margin of Mahoney Road to a point where Mahoney Road

makes a sharp turn; (3) along the northwesterly margin of Mahoney Road to the corner of Parcel 60.00 with Parcel 59.00 on Anderson County Tax Map 98; Thence, with the Corporate Limits Line along the boundary line of (and including within) Parcel 60.00, Parcel 60.01, Parcel 59.02, Parcel 34.00, Parcel 34.01, Parcel 34.02, Parcel 59.01 and Parcel 59.05 and extended to the center of Poplar Creek; Thence, with the Corporate Limits Line along the center of Poplar Creek as it flows downstream, crossing Strutt Street and crossing the Anderson and Roane County Line and continuing with the center of Poplar Creek to a point where same crosses a line offset three hundred (300) feet westerly from the westerly right of way line for Strutt Street; Thence, with the Corporate Limits Line being along a line offset three hundred (300) feet westerly from and parallel and/or concentric with the westerly right of way line for Strutt Street in northerly direction to a point where same intersects a line offset two hundred (200) feet south of and parallel with the center line of CSX Railroad; Thence, with the Corporate Limits Line being along a line offset two hundred (200) feet to the south from the center line for CSX Railroad in a westerly direction to intersection with the westerly property line for Parcel 2 on Roane County Tax Map 5; Thence, with the Corporate Limits Line and being along the westerly property line for Parcel 2 on Roane County Tax Map 5 in a northerly direction, crossing CSX Railroad to a point where said line as extended intersects the northerly right of way line for CSX Railroad; Thence, with the Corporate Limits Line along the northerly right of way line for CSX Railroad in an easterly direction to corner of revised Parcel 35.00 on Roane County Tax Map 2; Thence, with the Corporate Limits Line along the westerly property line of (and including within) revised Parcel 35.00 on Roane County Tax Map 2 in a northerly direction to a corner; Thence, with the Corporate Limits Line along a property line of revised Parcel 35.00 on Roane County Tax Map 2 in an easterly direction to a corner in the westerly margin of Strutt Street; Thence, with the Corporate Limits Line along the westerly right of way line for Strutt Street in a northerly

direction to a point in line of Parcel 34.00 on Roane County Tax Map 2; Thence, with the Corporate Limits Line along a property line of (and including within) Parcel 34.00 in a westerly direction to a corner of same; Thence, with the Corporate Limits Line along property lines of (and including within) Parcel 34.00, Parcel 33.00 and Parcel 31.00 on Roane County Tax Map 2 to a corner in a line of Parcel 27.00; Thence, with the Corporate Limits Line around (and including within) Parcel 27.00 on Roane County Tax Map 2 (Benjamin Apartments) as follows: (1) in a westerly direction to a corner; (2) in a northerly direction to a corner; (3) in an easterly direction to a point where the property line of said Parcel 27.00 intersects the Roane and Anderson County Line; Thence, with the Corporate Limits Line, the same being along the Roane and Anderson County Line in a northerly direction to a point where the said county line intersects the southeasterly line of Scott's Addition; Thence, with the Corporate Limits Line along the southeasterly boundary line of Scott's Addition in a southwesterly direction to a point where the center of Wright Place as extended to the southeast would intersect the said southeasterly line of Scott's Addition; Thence, along the extended center of Wright Place, crossing through the Elementary School Tract and continuing along the center of Wright Place in a northwesterly direction to the intersection of Wright Place with Kingston Avenue; Thence, with the center of Kingston Avenue in a northeasterly direction to the intersection of Kingston Avenue with Central Avenue; Thence, along the center of Central Avenue in an easterly direction to the intersection of Central Avenue with Main Street at the point of beginning.

WARD 6

Begin at the intersection of Kingston Avenue with Central Avenue; Thence, with the center of Kingston Avenue in a southwesterly direction to the intersection of Wright Place; Thence, with the center of Wright Place and continue with the center of Wright

Place as extended, crossing through the Elementary School tract in a southeasterly direction to the Corporate Limits at the southeasterly line of Scott's Addition; Thence, with the Corporate Limits Line along the southeasterly line of Scott's Addition in a southwesterly direction to a corner of (and including within) Parcel 55.00 on Roane County Tax Map 2; Thence, with the Corporate Limits Line along a property line between (and including within) Parcel 55.00 with and around (leaving without) Parcel 56.00 on Roane County Tax Map 1 in a generally westerly direction, crossing the CSX Railroad to a point in the westerly right of way line for same; Thence, with the Corporate Limits Line along the westerly right of way line for CSX Railroad in a southerly direction to the south boundary line for Arrowhead Park; Thence, with the Corporate Limits Line along the southerly boundary for Arrowhead Park in a westerly direction to a point in the westerly boundary for Arrowhead Park being near and along the relocated channel for Indian Creek; Thence, with the Corporate Limits Line being along the westerly boundary for Arrowhead Park and near and along Indian Creek in an upstream and northerly direction to a point two hundred (200) feet southerly from the southerly right of way line for Kingston Avenue (Old Harriman Highway); Thence, with the Corporate Limits Line in a southwesterly direction to the southerly property corner of (and including within) Parcel 61.00 on Roane County Tax Map I; Thence, with the Corporate Limits Line around (and including within) Parcel 64.00 on Roane County Tax Map 1 in a southeasterly and then westerly direction to a corner in the easterly right of way line for Kingston Avenue (Old Harriman Highway); Thence, with the Corporate Limits Line being the last line extended across Kingston Avenue and continue in a westerly direction to a point in the easterly property line of Parcel 63.00 and/or Parcel 65.00 on Roane County Tax Map 1; Thence, with the Corporate Limits Line easterly property line of (and including within) Parcel 63.00 and Parcel 65.00 on Roane County Tax Map 1, in a southerly direction to a corner; Thence, with the Corporate Limits Line along the southerly property line of (and including within) Parcel 65.00 on Roane County Tax Map 1 to a corner in an easterly

property line of Parcel 39.00 on Roane County Tax Map 1; Thence, with the Corporate Limits Line along the easterly property line (and including within) Parcel 39.00 and Parcel 38.00 on Roane County Tax Map 1 and along the same line extended in a southerly direction to a point in the center of West Road; Thence, with the Corporate Limits Line along the center of West Road to a point located at three hundred (300) feet southerly from the center of Cemetery Road; Thence, with the Corporate Limits Line along a line three hundred (300) feet offset to the south and west from and parallel and/or concentric with the center of Cemetery Road as follows: (1) in a southwesterly direction; (2) in a northwesterly direction; (3) in a westerly direction to the intersection with the easterly property line of Parcel 27.01 on Roane County Tax Map 1; Thence, with the Corporate Limits Line in a northerly direction with the easterly property line of (leaving without) Parcel 27.01 on Roane County Tax Map 1 to the southerly right of way line for Norfolk-Southern Railroad; Thence, with the Corporate Limits Line in a westerly direction to intersection with a line three hundred (300) feet offset to the south and west from and parallel and/or concentric with the center of Cemetery Road as follows: (1) in a westerly direction crossing the Norfolk-Southern Railroad; (2) in a northwesterly direction, crossing West Tri-County Boulevard (Tennessee Highway 61) and continuing on in a northwesterly direction to a point in an abandoned portion of old Hen Valley Road; Thence, in a northeasterly direction along the approximate center of abandoned portion of old Hen Valley Road to a point in Hen Valley Road at a sharp turn in same; Thence, with the center of Hen Valley Road in a northeasterly direction to the intersection of Hen Valley Road with Pride Road; Thence, with the center of Pride Road in a southwesterly direction to the intersection of Pride Road with Kelly Road; Thence, with the center of Kelly Road in a southeasterly direction to the intersection of Kelly Road with West Tri-County Boulevard; Thence, with the center of West Tri-County Boulevard in a northeasterly direction to the intersection of West Tri-County Boulevard with Wiley Street; Thence, with the center of Wiley Street in a northwesterly direction to

the intersection of Wiley Street with Hen Valley Road; Thence, with the center of Hen Valley Road in a northeasterly direction, and continuing on with the center of an abandoned portion of Hen Valley Road, crossing Geise Creek to a point on the easterly end of abandoned bridge; Thence, in a southeasterly direction to a point at the intersection of West Tri-County Boulevard with the center of Winter Gap Avenue (also intersection of Tennessee Highway 61 with Tennessee Highway 62); Thence, along the center of Winter Gap Avenue, in a southeasterly direction to the intersection of Winter Gap Avenue with Central Avenue; Thence, with the center of Central Avenue in an easterly direction to the intersection of Central Avenue with Kingston Avenue at the point of beginning.

SECTION 2. Nothing in this act shall be construed as having the effect of removing any incumbent from office or abridging the term of any official prior to the end of the term for which such official was elected.

SECTION 3. This act shall have no effect unless it is approved by a two-thirds (2/3) vote of the municipal legislative body of the town of Oliver Springs. Its approval or nonapproval shall be proclaimed by the presiding officer of the municipal legislative body of the town of Oliver Springs and so certified to the secretary of state.

SECTION 4. For the purpose of approving or rejecting the provisions of this act it shall be effective upon becoming a law, the public welfare requiring it. For all other purposes, it shall become effective upon being approved as in Section 3.